

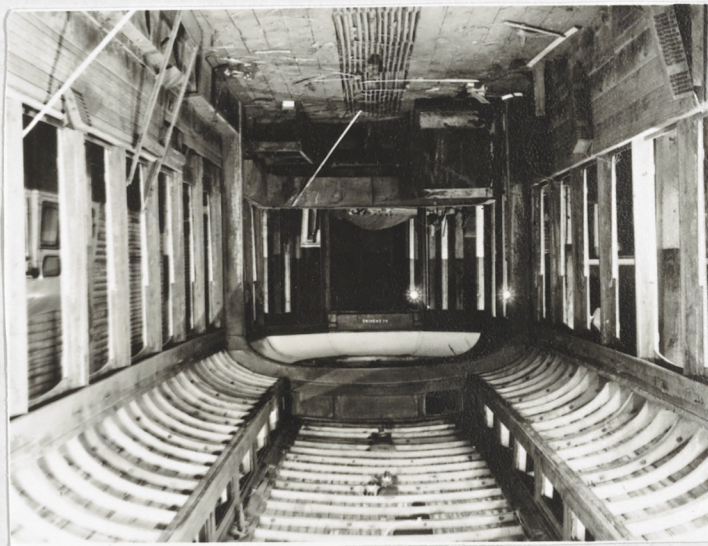
THE
CRHA

RATTLER



Volume 1 NO.6

July 9th, 1963



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For eleven years, Edmonton Street Rly #1 sat in the weeds behind the Cromdale Car Barns, subject to the severe weather and children throwing rocks, slashing seats and damaging the body. No.1 took it like the old veteran she is, for No.1 seemed to know that some day, someone would restore her. And here is No.1 being restored.

MEETING

The monthly meeting of the Rocky Mnt. Branch of the CRHA will be cancelled in favor of a tour of the CN Interlocking Plant at North Edmonton Jct. on Tues, July 9th, at 8:00pm. The tower uses the rodding system for the throwing of switches and some signals. The tower is at the eastern extremity of Calder Yards. A line from the 4th Ave. Yards and station, cross at this point, heading generally north. It is most important that members not bring along friends, as the tower just won't hold a large number. About twelve would be right. The tower is located on 66th St., a block south of the traffic lights on the Fort Trail. Parking is left up to the individual. A No. 9 or 13 bus will get you there.

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of things to come.....

These summer months are rather slow as far as the "publishing" business is concerned. With our short summers in this part of the country, it is much nicer to travel around the Province, than it is to stay in town and type five pages of newsletter.

So, you will find that this July issue is quite small, and the August newsletter will be along the same size.

However, going into the fall and winter, things will pick up enough to warrant perhaps eight pages, with such things as the Edmonton Street Rly. and a report on the Great Slave Lake Rly. being featured.

Another feature will be a Guest Editor page. We hope to get several different people to say a word or two about some phase of Railroading.

One other idea would be a "want" column. This would consist of various members wants, such as negatives or photos of a certain subject, measurements or data on cars or locos. People requiring information, would send a letter, listing their needs, to the Rattler and it would then be published in the newsletter. Any member having information, would reply direct to the inquirer. Any question that could be answered, would be done so in the Rattler. We could not hope to answer every question coming in, and would be acting as a "gathering centre" for incoming letters.

NEWS & NOTES

On a recent trip out to the Lakes district, west of Edmonton, we were quite surprised to see that the CN have "got at" Magnolia trestle. About a third of the length has been replaced by a steel structure which appears to be aimed at carrying the tracks over the planned four lane highway, which is to be built through the area. Magnolia, as most of you know, is or was that beautiful wood trestle, about a mile west of Gainford, 70 miles west of Edmonton on the CN mainline. Just recently, new pilings were installed at the south end, so it was assumed that the bridge would stand for a while. It seems that the pilings were only temporary. Let's hope that Magnolia doesn't go the way of the Big Eddy Trestle, which was west of Edson. It was possible to put a fifteen car passenger train on that curving wood bridge.

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Concerning the report in the last issue, about the business cars at Fernie. It would appear that the car "Arcadia" is not a CN car. Eric Johnson pointed this out as we viewed the color slides. The car, carrying CN colors, has not a word on either side to indicate it is a CN car. Instead he believes this car belongs to the Govt. of Canada, for use by BOT members. Being so used to CN colors, I just did not notice the absence of CN letters.

CAR No.1

Work is progressing on car No.1 to the extent that the roof has been repaired and sheeting laid. The armatures have been removed from two of the trucks and were shellaced. The remaining two are to be taken out shortly. The trucks were pulled around to the machine shop and steamed out. They look real nice. Plans call for them to be painted green. A couple of the armature bearings were worn so much, that new ones were poured by the machine shop crew. They are made of babbitt.

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Thanks to the following for information used: Eric Johnson, Winston McDonald, and the CN News.

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